

# Fort Belvoir EIS/RPMP Scoping Presentation

October 11, 2012

# Real Property Master Plan (RPMP)

## Documents and Purpose:

### **1. Long Range Component (LRC)**

- Establishes the environmental baseline, basic framework, and specific options for developing and managing real property

### **2. Short Range Component (SRC)**

- Reflects installation facilities actions(s) and capital investments over a 5-7 year “Future Years Defense Plan” window

### **3. RPMP Digest**

- Summarizes the overarching view of how the Master Plan (LRC, SRC, CIS and IDG) will be realized and strategy for planning and development

### **4. Installation Design Guide (IDG)**

- Prescribes the urban design character and common facility and infrastructure standards of the installation

### **5. Capital Investment Strategy (CIS)**

- The CIS is used to prioritize actions necessary to balance existing and required facilities

### **6. Transportation Management Plan (TMP)**

- In addition to RPMP, National Capital Planning Commission (NCPC) requires a program to minimize single occupancy vehicle trips to federal work sites

**\* Does not include Mark Center or Humphreys**

**Engineer Center**



# Real Property Master Plan (RPMP) Timeline

	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13
Approved LRC for 74,000 PN	★																				
Approved Sub-Area Plan (138,000 SF PX and Hospital)										★											
Submitted Draft LRC												★									
RPMP work suspended due to BRAC													★								
Submitted Draft LRC and Short Range Component																	★				
BRAC Complete (added ~15,000 PN*)																				★	
Updated RPMP (planned for up to 56,000 PN by 2030)																					★

Submitted to NCPC & Fairfax County  
staff; modified scope due to comments  
received

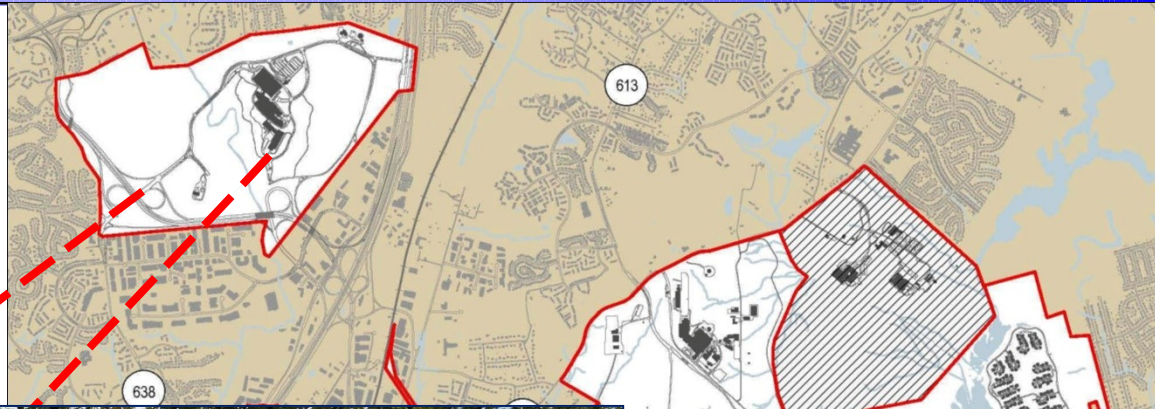
\* Does not include Mark Center or Humphreys  
Engineer Center



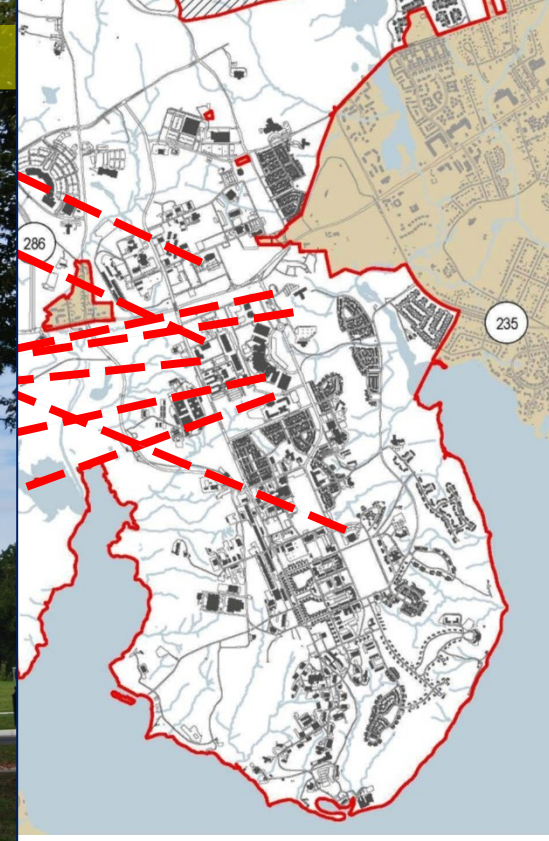
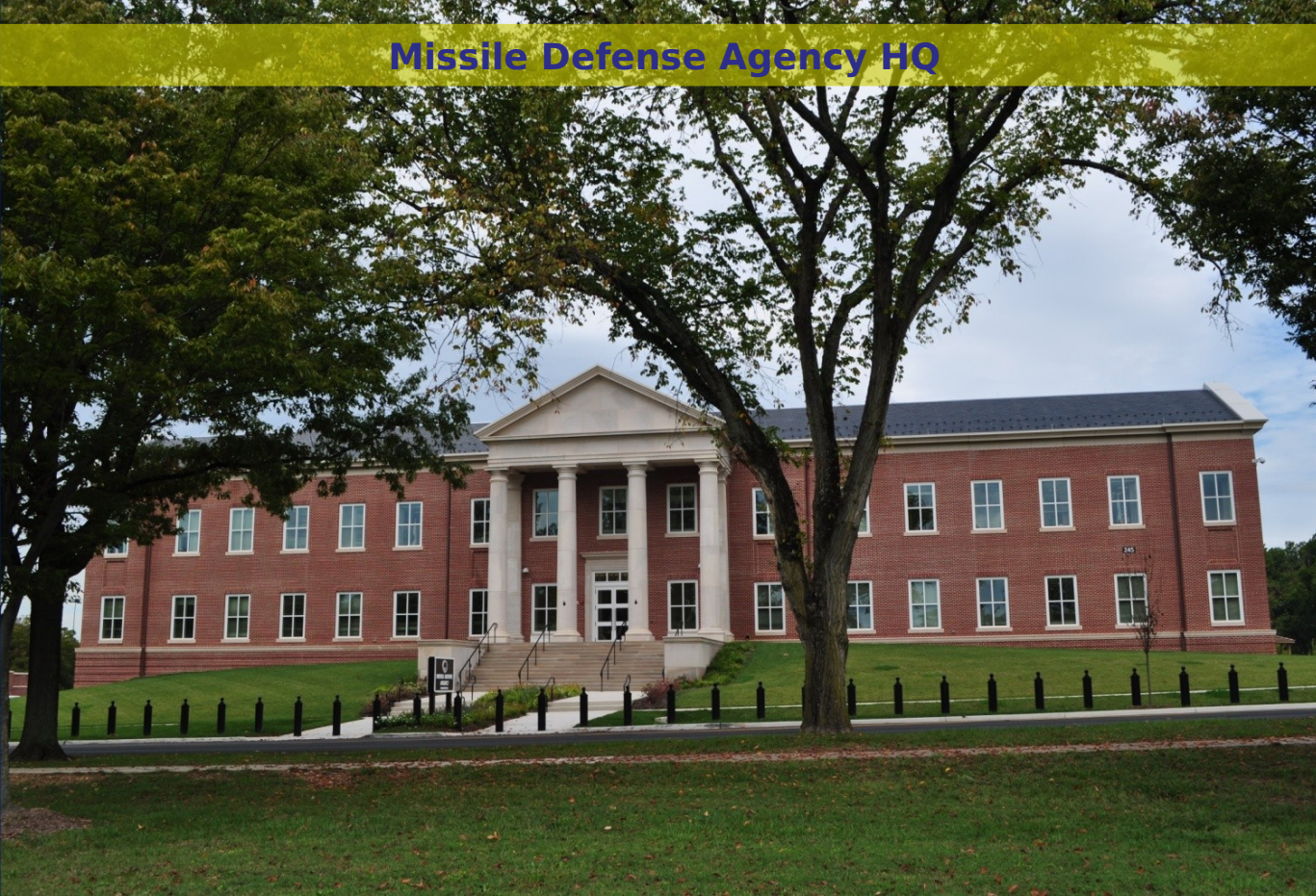


# Fort Belvoir Today

- Pre-BRAC population 24,000 PN
- Post-BRAC population is ~39,000 PN and 7,500 residents, excluding visitors and



Missile Defense Agency HQ





# Fort Belvoir Vision\* for the Future

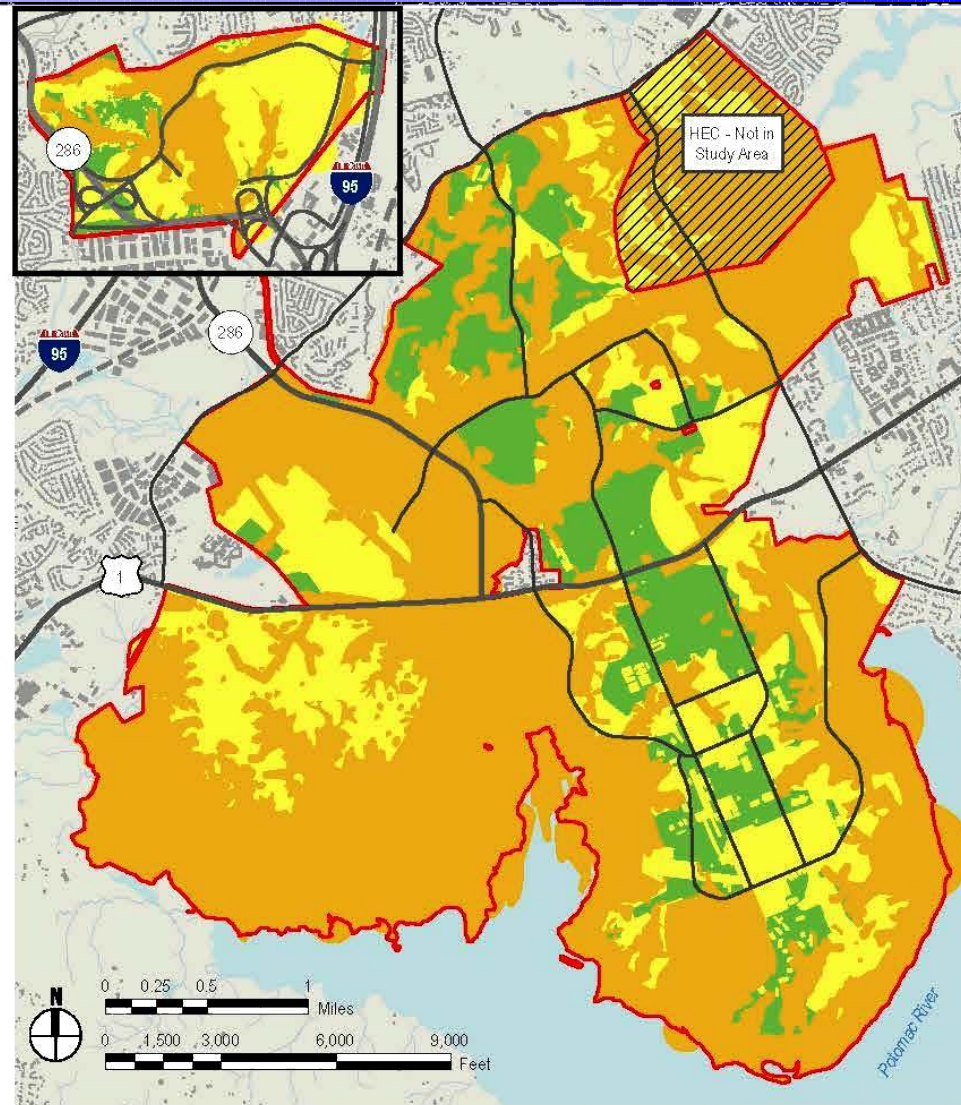
## The Guiding Principles:

- **Create and sustain a world-class installation**
  - **Achieve environmental sustainability**
  - **Support the natural habitat**
  - **Recognize that land is a valuable resource**
  - **Improve multimodal connectivity**
  - **Create a diverse and dynamic community**
  - **Respect the history of Fort Belvoir to ensure the continuation of its legacy**
  - **Strengthen community partnerships for mutual benefits**
- Visioning Workshop, NOV
- Chris Landgraf // (703) 806-0043 // christ



# Proposed Development Areas

- The Master Plan guides new projects into areas that are best suited for development and/or redevelopment



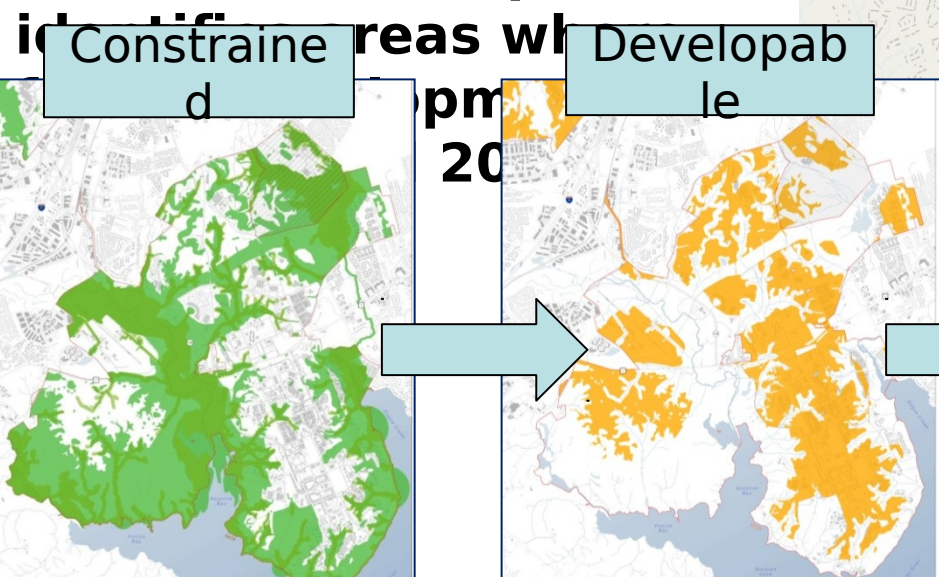
- Least Suitable for Development
- Moderately Suitable for Development
- Most Suitable for Development



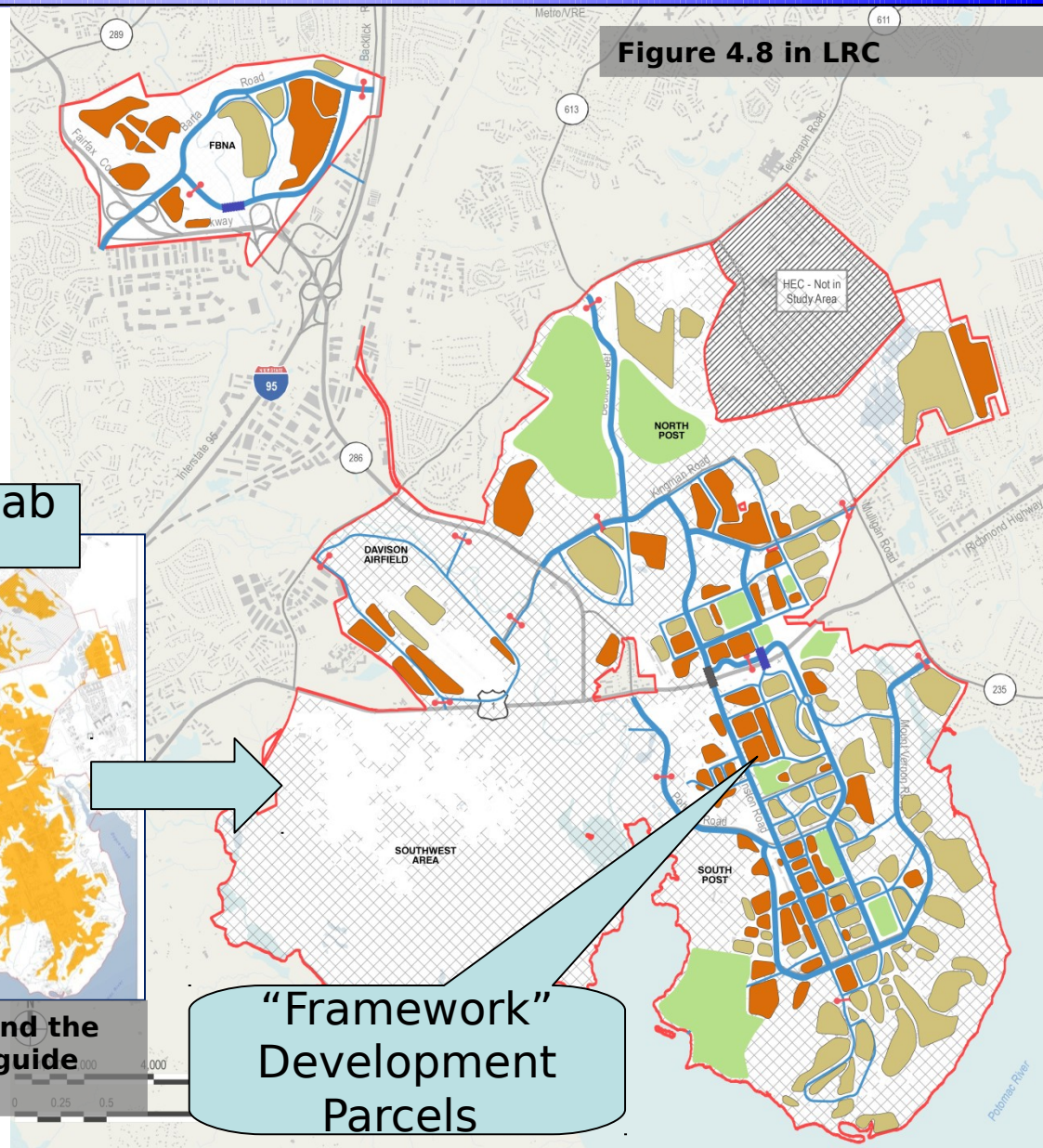
# FUTURE DEVELOPMENT PLANNING

The framework plan guides land uses, infrastructure (e.g., new roadway connections), trails and open spaces.

The framework plan also



The Master Plan avoids sensitive land areas, and the resulting developable area maps are used to guide siting decisions.

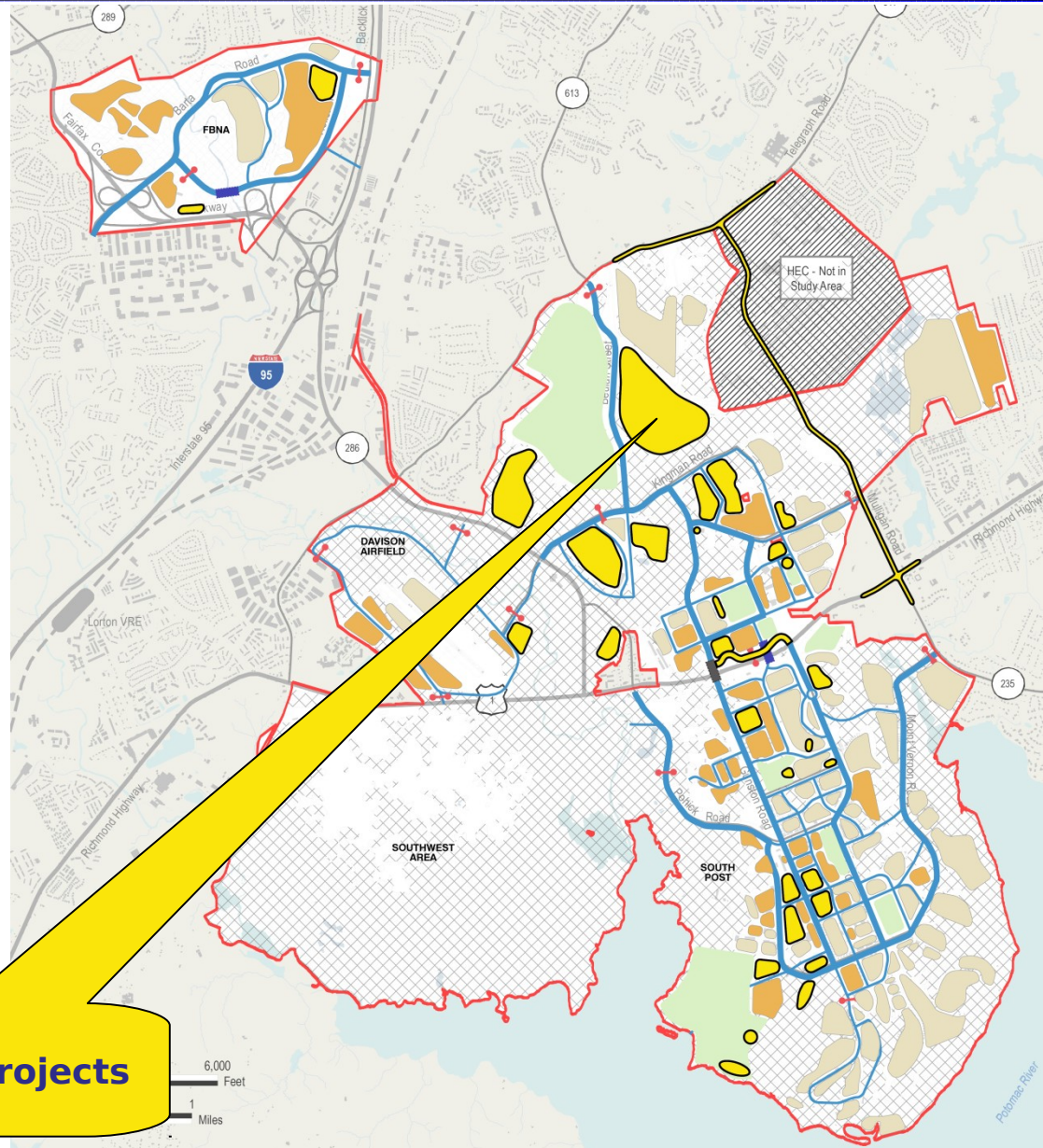




# Short Range Projects

- 52 programmed projects to be completed by 2017, totaling ~4,755 Personnel
- Roughly half of the programmed projects have gone through some level of the NEPA process; **all will be evaluated for cumulative impacts in the EIS**

Short Range Projects



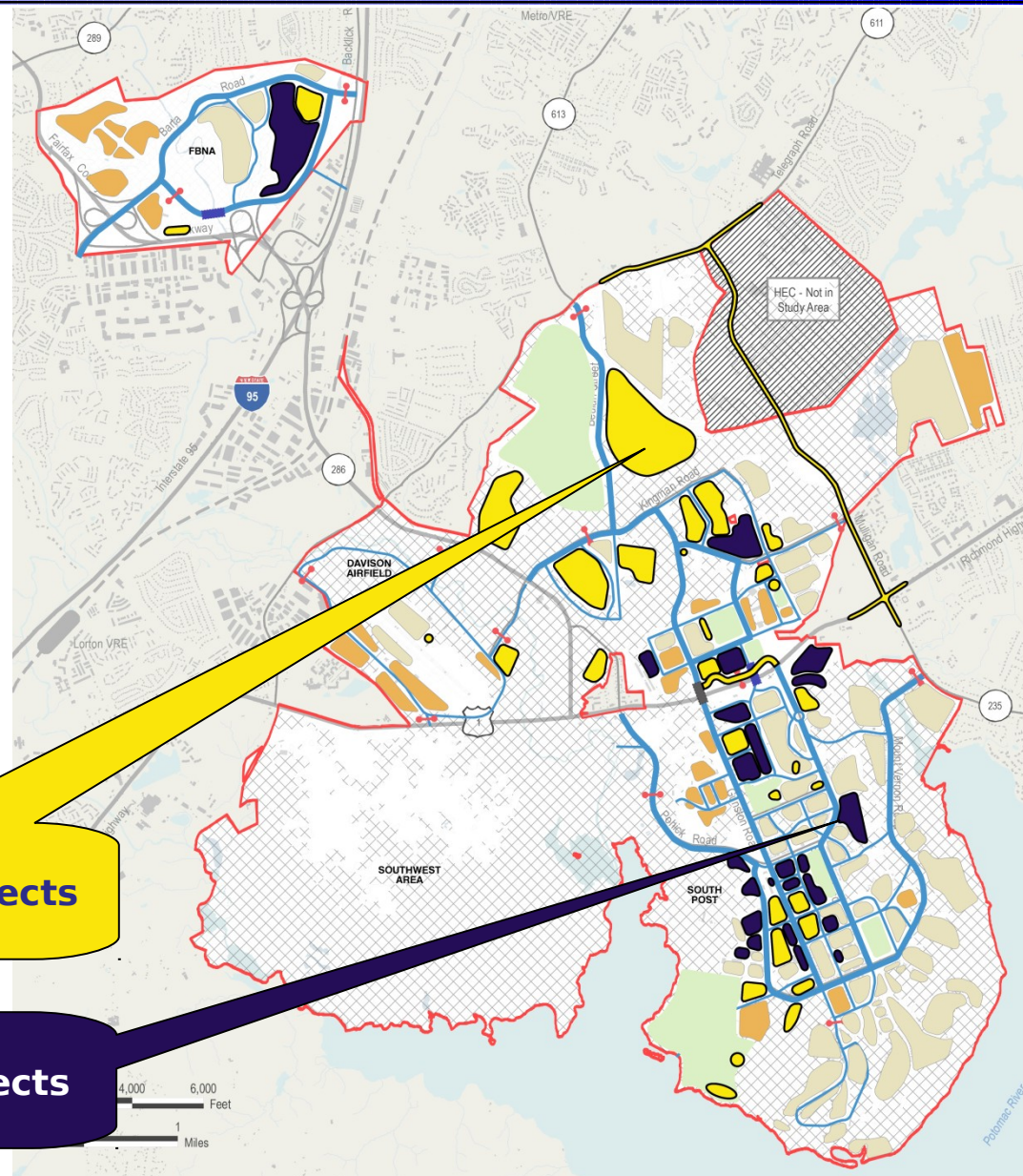


# Long Range Projects

- Projects to be completed between 2017-2030, totaling ~12,030 Personnel
- New projects will be located within the long range project areas shown

Short Range Projects

Long Range Projects




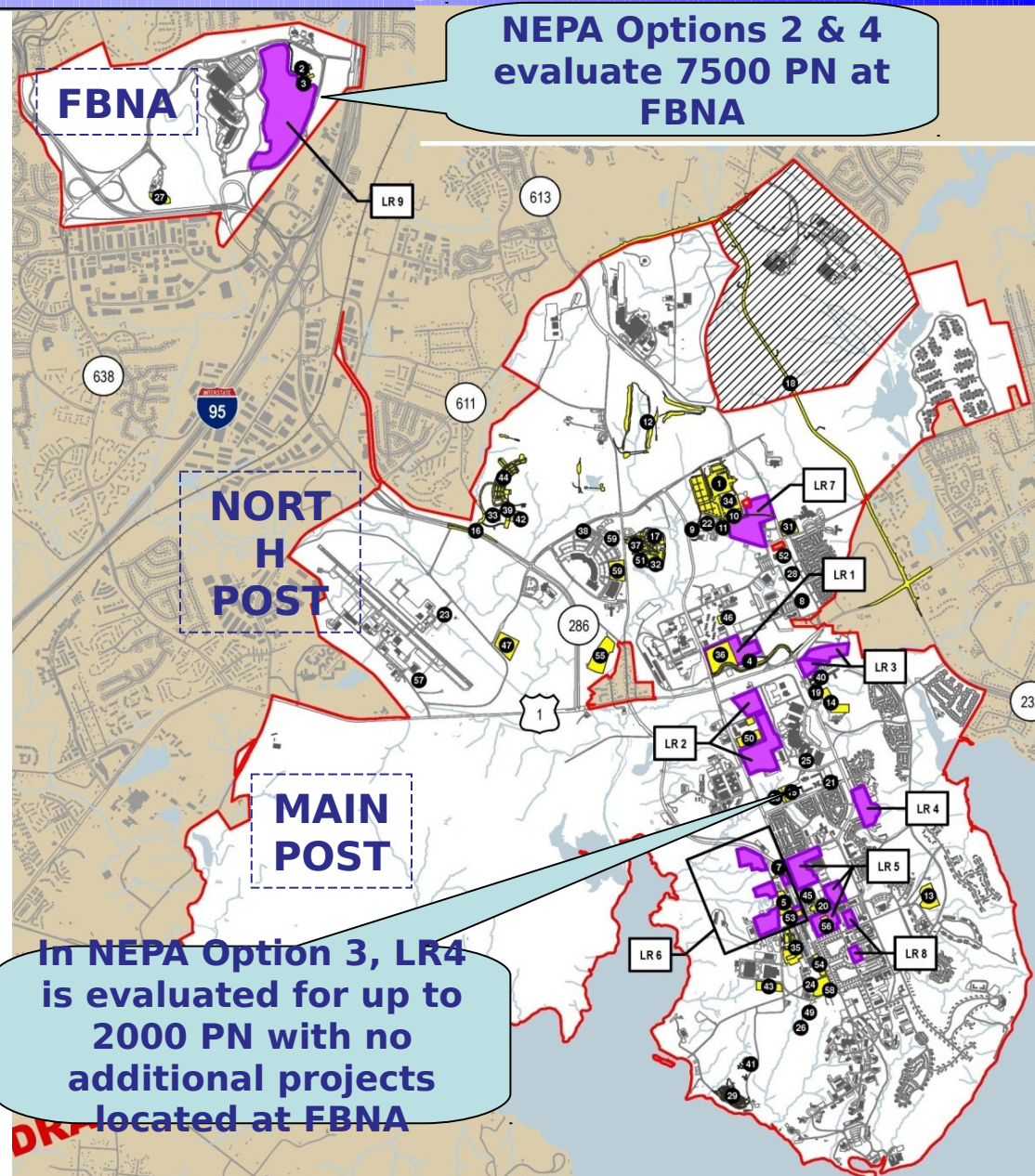


# Alternative Analysis

- **Option 1:** No-Build Option
- **Options 2, 3 & 4** Alternative Development Options Evaluated
- **Cumulative Impact Analysis** based on variances in the number of new projects, and personnel within FBNA, the North Post and Main Post

 = Short range projects proposed for completion by 2017

 = Long range projects projected between FY2018 and FY2030





# Near-Term Transportation Improvements

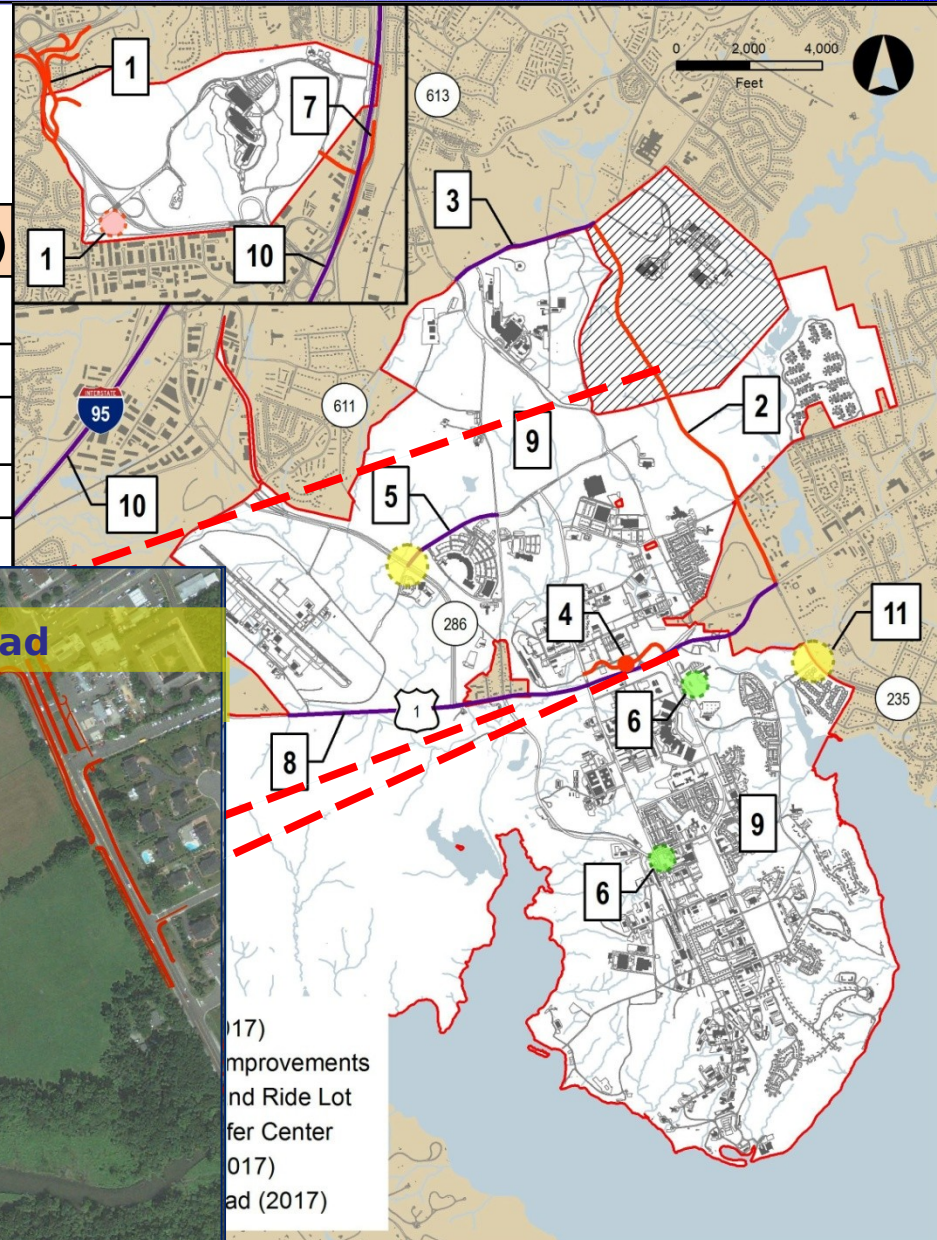
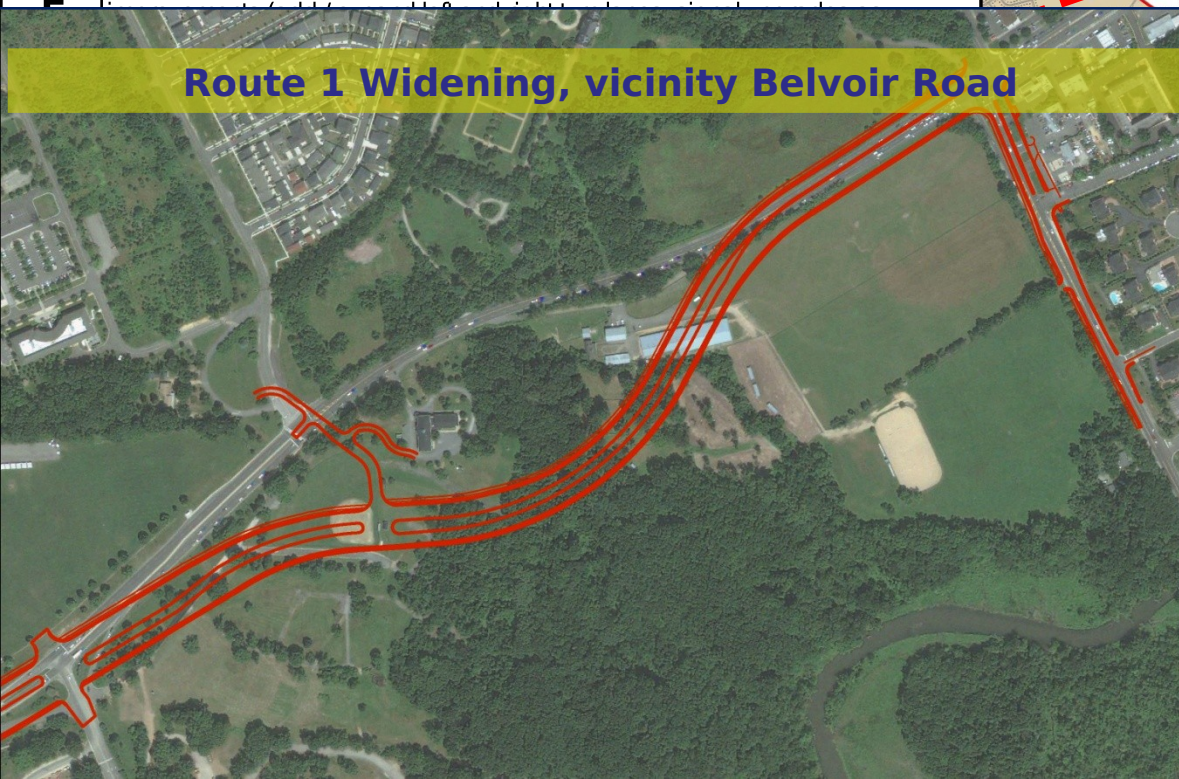
## ■ Ongoing and Potential

### Improvements by

Near-Term Transportation Improvements (2011 - 2017)

1	Complete Fairfax County Parkway Phase 3. Adds public park and ride lot and on-street bicycle lanes.
2	Complete Mulligan Road (4 lanes) from Route 1 to Telegraph Road.
3	Widen Telegraph Road (from 2 lanes to 4 lanes) from Beulah Street to Mulligan Road.
4	Construct Lieber Gate.
5	Kingman Road / Fairfax County Parkway intersection improvements. At-grade

### Route 1 Widening, vicinity Belvoir Road



(17)  
improvements  
and Ride Lot  
fer Center  
(17)  
ad (2017)

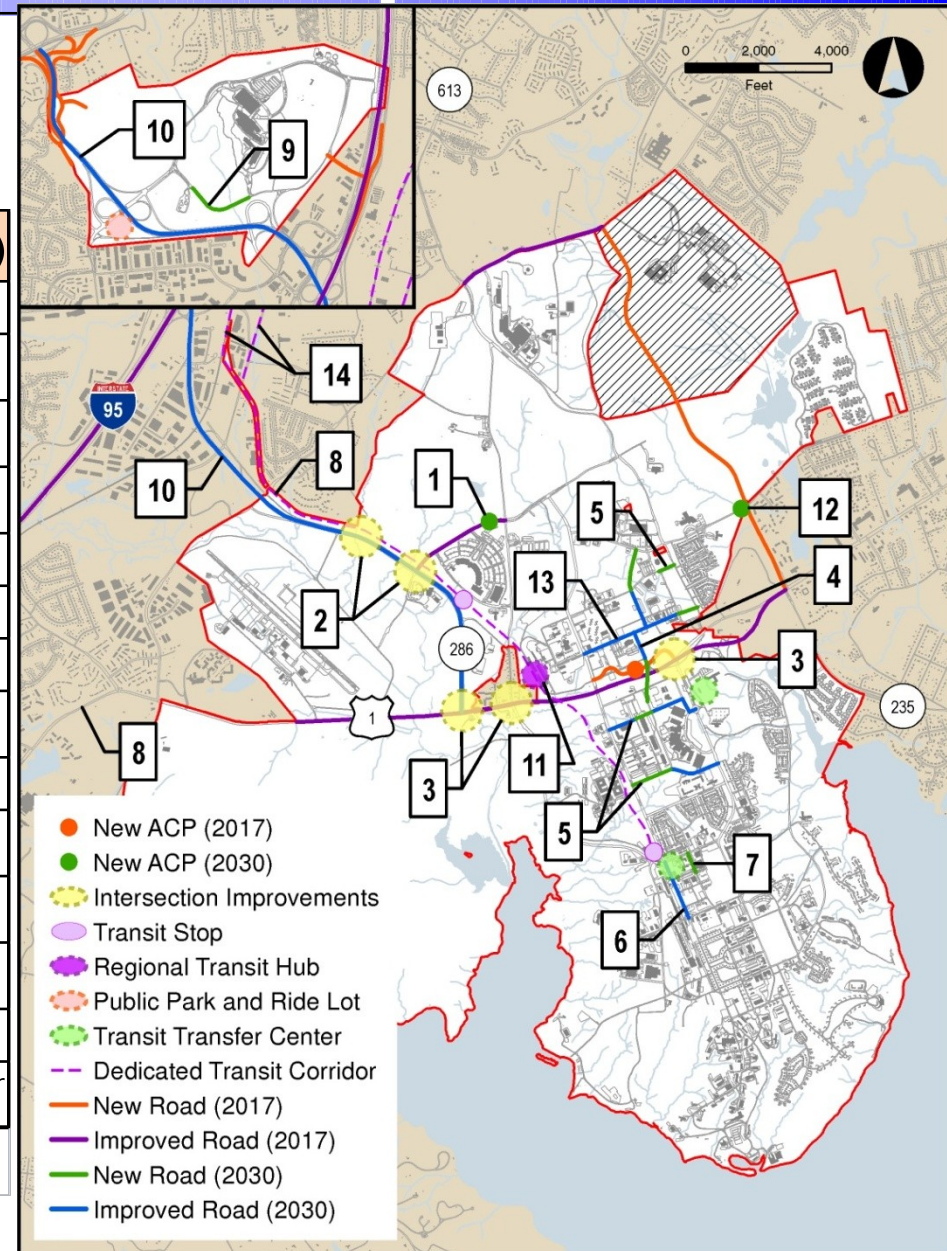


# Long-Term Transportation Improvements

## ■ Potential improvements by 2030

### Long Term Transportation Improvements (2018 - 2030)

<b>1</b>	Improvements to Kingman Gate.
<b>2</b>	Grade separated intersections along Fairfax County Parkway at Kingman Road and the NMUSA entrance.
<b>3</b>	Monitor intersections along Route 1 at Fairfax County Parkway, Pohick Road, and Belvoir Road for improvements as needed.
<b>4</b>	Construct Route 1 overpass and construct a two-lane road connecting 1st Street to Gorgas Road.
<b>5</b>	Add internal cross streets (Abbot Road, 3rd Street, 6th Street)
<b>6</b>	Extend 4 lane widening of Gunston Road from 12th Street to 16th Street.
<b>7</b>	Extend Middleton Road to 12th Street (demo Garden Center).
<b>8*</b>	Extend transit along Route 1 to the Lorton VRE station. Use abandoned rail line for light rail or rapid shuttle bus line from Main Post to exiting VRE line. Enhance
<b>9</b>	Complete Heller Road loop at FBNA.
<b>10*</b>	Widen Fairfax County Parkway (from 4 lanes to 6 lanes) from Franconia-Springfield Parkway to Route 1.
<b>11*</b>	Construct regional "transit hub" along Route 1 to support Enhanced Transit Corridor.
<b>12</b>	Potential opening of Meeres Gate (subject to long-term Security and Mission Requirements that are TBD).
<b>13</b>	Widen Goethals Road to 4 lanes and extend to Woodlawn Road.
<b>14*</b>	Two potential alternative Transit Corridor routes to Franconia-Springfield Transfer center are parallel to CSX rail line and Old Cinderbed Road.
<b>*</b>	Other Agencies' Transportation Improvements





# Planned Development Hubs

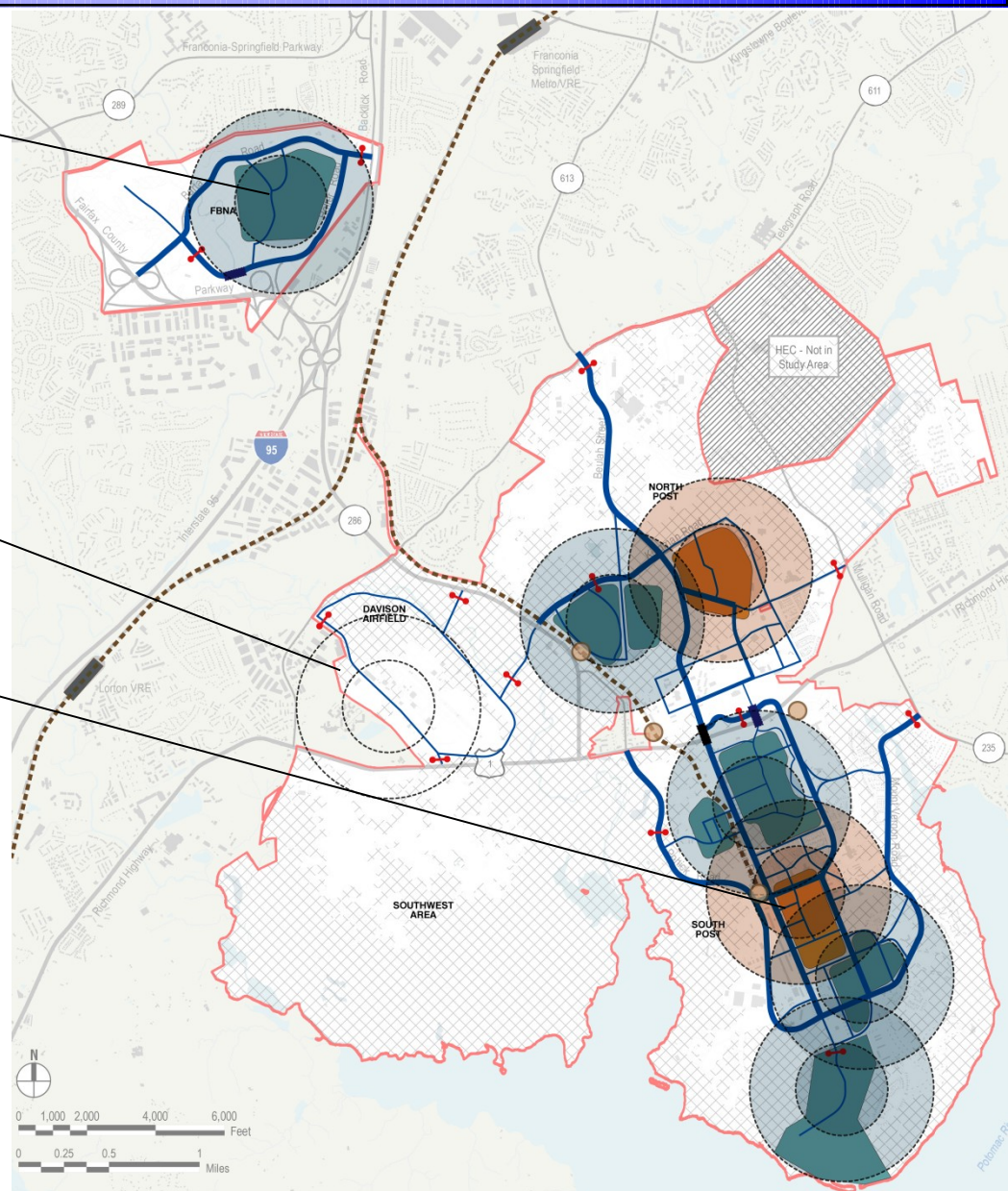
**Prominent  
Employment  
Centers**

**Davison Army  
Airfield**

**Prominent Commercial  
Centers**

**Key Master Plan Strategy:**

- **Locate new projects  $\frac{1}{4}$  to  $\frac{1}{2}$  mile from existing and planned transit corridors**





# Transportation Management Strategies

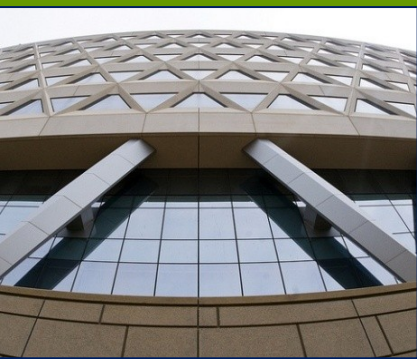
## Transportation Management Plan (TMP)...

- Focuses on multimodal solutions
- Promotes enhanced mobility choices
- Reduces Single Occupancy Vehicle (SOV) use
- Establishes a parking management plan to control spaces (60% for admin uses)



**A proposed Transit Transfer Center allows convenient access to public/private bus service, dedicated bicycle lanes and walkways; gathering area for carpool and real-time rideshare pickup**





# QUESTIONS? COMMENTS?

# Agency Slides

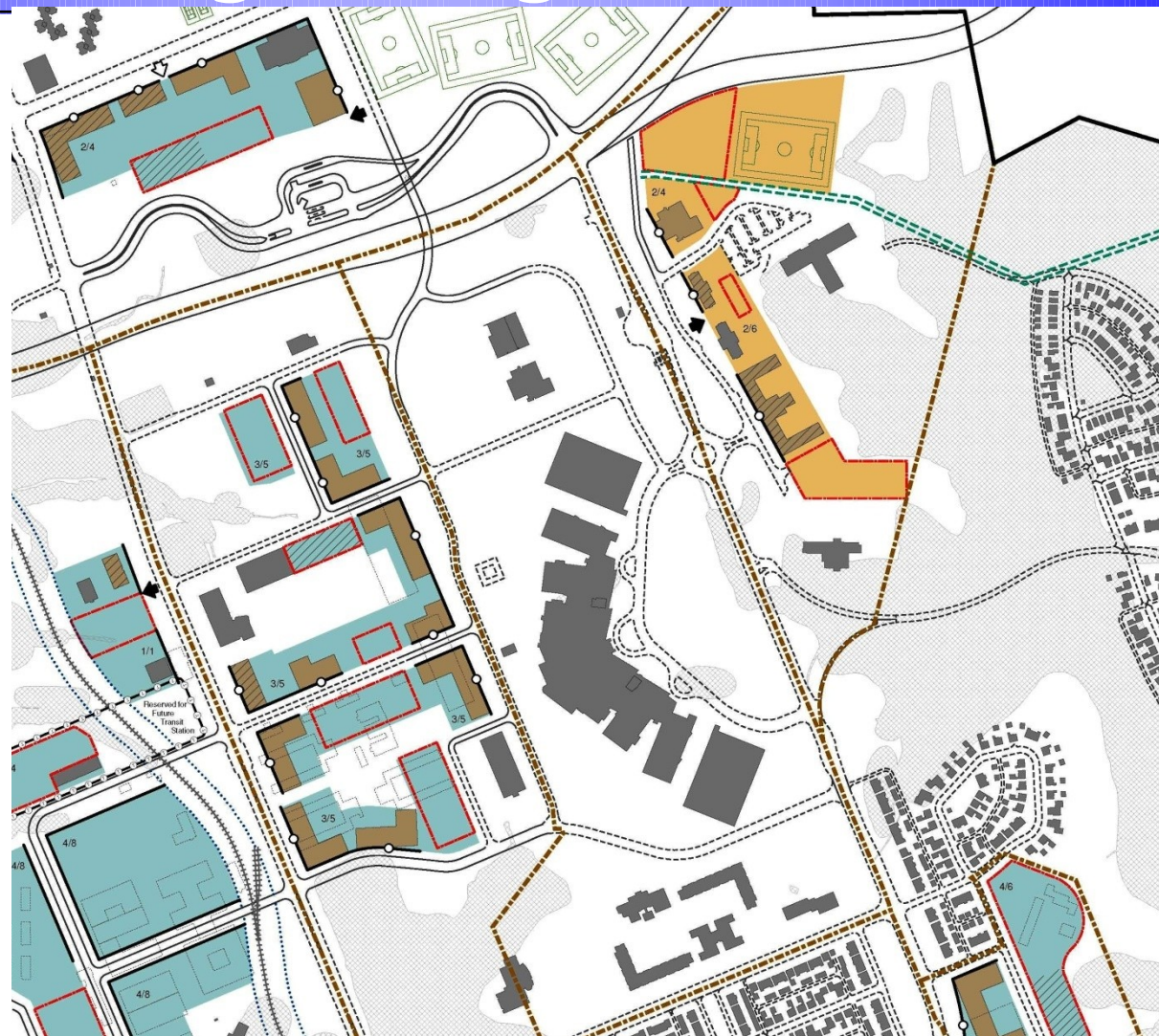




# Regulating Plan

## Legend

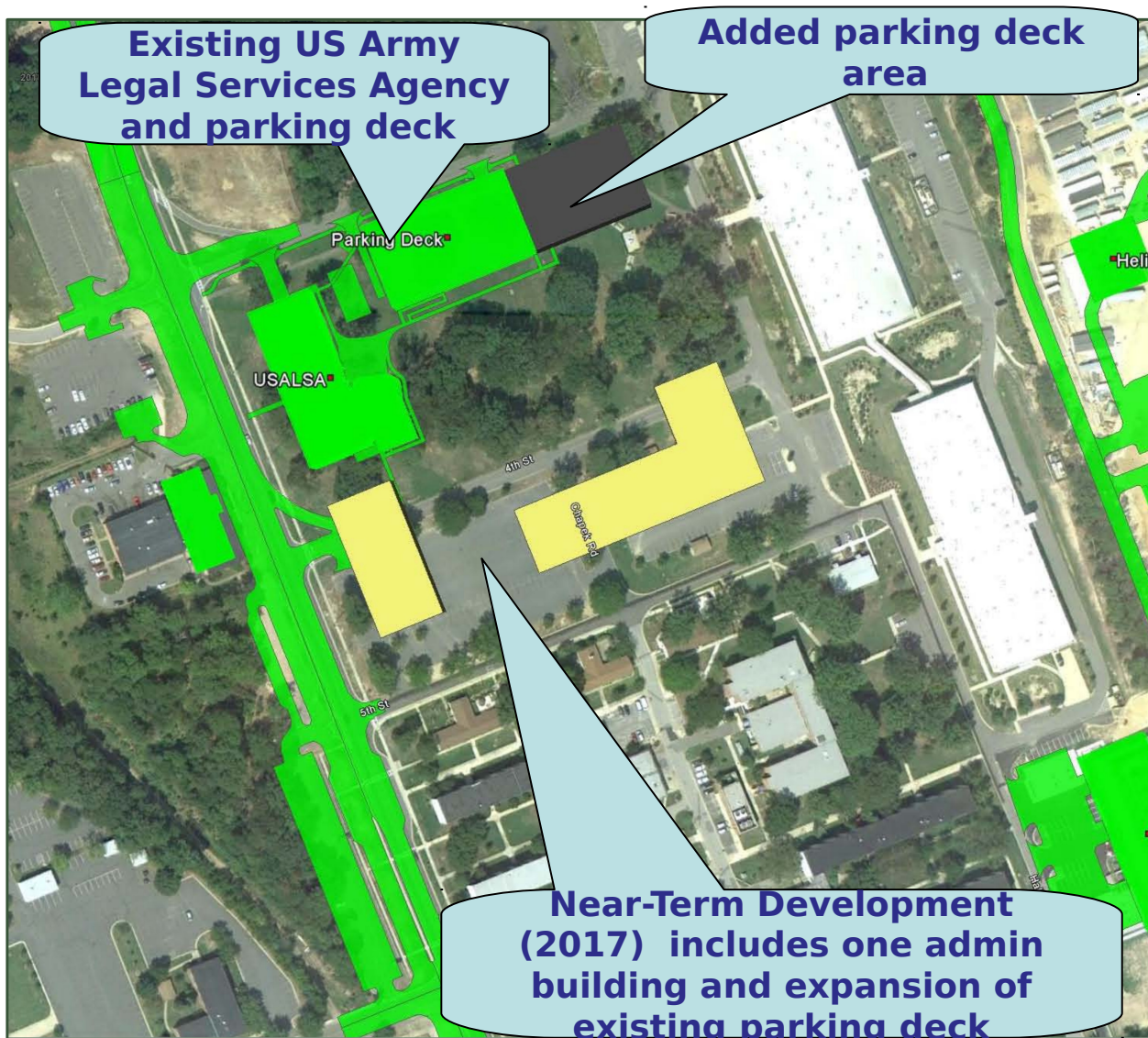
- 2/4 Min. / Max. Building Height
- Possible Entry Location
- ➡ Primary Vehicle Entrance
- ◀ Alternate Vehicle Entrance
- - - - - Sanitary Easement
- Helipad Surfaces
- - - - - District Boundary
- Required Build-To-Line
- MWR Recreation Framework
- - - - - Existing Road
- Future Road
- +++++ Existing Rail
- ..... Utility / Transit Corridor
- Transit Station
- Building - Existing Demo
- Building - Existing to Remain
- Building - New Footprint
- Potential Stormwater Management
- Parking Zone
- ▨ Near Term Project
- ▨ Constrained Development Areas
- **Community/Mixed Use Land Use**
- **Professional / Institutional Land Use Building**



*Per Army UFC Guidance: "The Regulating Plan specifies allowable building types on parcels in a district; assigns development standards to specific physical locations; shows how each parcel relates to public spaces and the surrounding neighborhood; and references more detailed, building, street and landscape standards..."*



# Redevelopment Strategies: 1400 Area



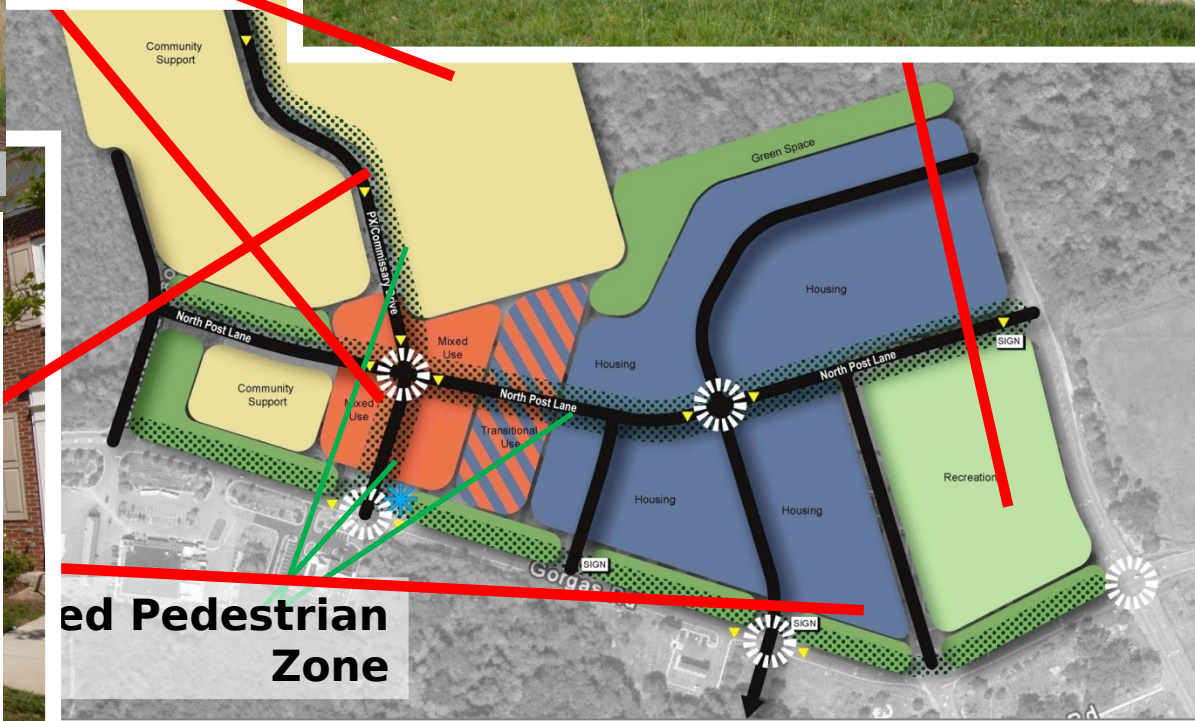
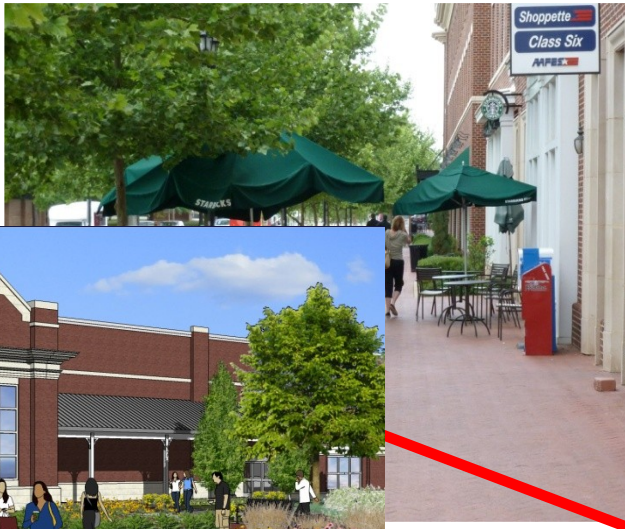
- New development is largely located on previously developed sites
- Avoids construction in environmentally sensitive areas
- Typically new development removes surface parking lots in favor of deck parking and new green spaces



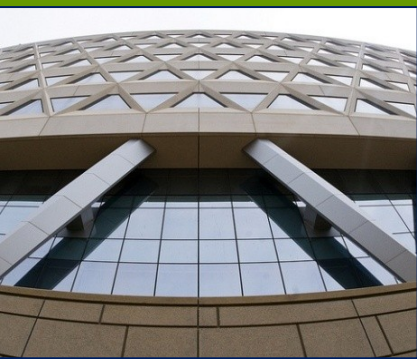
# Framework Development Plan

## Legend

- Open Space/ Recreatic
- RCI Housing
- Community Support







# QUESTIONS? COMMENTS?